

US 36 (Rockville Road)



US 36 Project Status

The Indiana Department of Transportation (INDOT) proposes to add travel lanes to US 36 / Rockville Road. The proposed project is located in Hendricks and Marion Counties, from the I-465 west leg to approximately one mile west of SR 267.

This project is a joint effort between the INDOT and the Federal Highway Administration (FHWA). Beam, Longest and Neff, L.L.C. (BLN) is under contract with the INDOT to prepare the Environmental Assessment (EA) for the proposed project.

To date, there has been one public information meeting and one Community Advisory Committee (CAC) meeting. The preliminary Purpose and Need for the project has been developed, and the Community Impact Assessment (CIA) is underway.

The first public information meeting was held at the Kingsway Christian Church on February 10, 2005. At the public information meeting issues such as the Purpose and Need for the project, as well as the steps required to complete the EA were discussed.

Following the public information meeting, the Purpose and Need for the project was refined by project engineers.

The revised preliminary Purpose and Need was presented to the CAC at the first meeting on June

28, 2005. Participants were invited to comment on the project. The CAC participants raised questions that will be addressed as the Purpose and Need for the project is revised, and the environmental analysis continues.



Environmental Milestones

The EA is well underway. Regulatory agencies have been provided an opportunity to comment on the impacts of the project upon resources under their jurisdiction. Impacts to these resources, as identified by the regulatory agencies are being quantified as part of the EA.

Historic resources, potentially eligible for inclusion on the National Register of Historic Places (NRHP) have been identified, and impacts to these structures are being assessed.

Information concerning the CIA

was presented at the first CAC meeting where members were asked to assist in identifying community issues.

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As always, your comments on the proposed project are welcome as they help us understand how the project will impact you and your community. Please submit all comments in writing to:

Mr. Eric Swickard, Project Manager
INDOT, Room N. 855
100 N. Senate Avenue
Indianapolis, Indiana 46204-2218

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US 36 Community Advisory Committee (CAC)

The Community Advisory Committee (CAC) is a small workgroup that meets on an as-needed basis to discuss issues of importance to the community as they relate to the proposed US 36 project.

CAC members represent local interest groups, organizations, city / county government, and individuals.

The groups represented on the CAC are:

- Town of Avon
- West Central Conservancy District
- Indiana First
- Avon Police Department
- Avon United Methodist Church
- IndyGo
- Faith Baptist Church of Indiana



- Washington Township Community Park
- Lakeview Christian Center
- Rockville, High School, Girls' School Neighborhood Association
- Washington Township / Avon Fire Department
- Municipal School District of Wayne Township
- Greater Garden City Civic Association, Inc.

CAC Meeting One

The first CAC meeting was held at the Avon Town Hall on June 28, 2005. The CAC meeting began with introductions of all present, and a brief update of the status of the project. CAC members were provided with binders containing project related information. These binders included a summary of the Purpose and Need for the project, aerial and ground level photographs, maps and information concerning the CIA.

The project engineer presented the preliminary Purpose and Need and answered questions

raised by the CAC. The CAC participated in a round-table discussion, designed to assist the environmental analysts in identifying potential impacts to the community.

Members of the Project Coordination Team facilitated the meeting. The project coordination team is composed of representatives of:

The Federal Highway Administration (FHWA)
INDOT
BLN

Did You Know?

Hendricks and Marion Counties are both within the range of the Federally Endangered Indiana Bat and the Federally Threatened Bald Eagle.

Purpose and Need

The draft Purpose and Need statement for the project was developed and presented at the first CAC meeting. The five basic elements of the Purpose and Need for the project are; to reduce traffic congestion and travel time within the US 36 corridor, to improve the overall level



of safety for motorists and others traveling along the US 36 corridor, to reduce crash potential from unsignalized conflict points along the US 36 corridor, to improve pavement serviceability, and to enhance inter-modal connectivity.

Following the presentation of the Purpose and Need, CAC members were invited to ask questions and comment. Ques-

tions regarding the Purpose and Need included:

- 1) What other routes are being studied other than US 36?
- 2) How will the project be coordinated with other projects in the area?
- 3) What are the limits of the project along side roads within the project area?

These questions will be addressed as the Purpose and Need is revised as part of the EA.

Community Impact Assessment (CIA)

A CIA is being prepared for the proposed project. The CIA assists the FHWA and INDOT in identifying community issues and potential impacts resulting from the project. In order to identify community issues, the CAC was split into two groups and asked to review aerial photographs of the project area. The CAC members were asked to discuss what resources were important to their community and how the proposed project might impact those resources.

Resources identified included; schools, parks, churches, and emergency services among oth-

ers. A major concern of the CAC was access. CAC members were also concerned about safety of pedestrians, bicyclists and motorists throughout the project area.

Some preliminary suggestions for ways to avoid adverse impacts to the US 36 corridor were identified by CAC mem-

bers. These suggestions included; meeting the Purpose and Need for the project, look at improving other roads, context sensitive solutions, accelerating construction, and coordinating the roadwork with other projects in the area.



Featured Frequently Asked Question

Each newsletter will feature one of the frequently asked questions presented on the project website. If you have not had a chance to go to the website, please feel free to visit. The URL is <http://www.in.gov/dot/div/specialprojects/36/index.html>.

Q. I live / work along Rockville Road. How will this project impact my property / place of work?

A. Several potential design alternatives are being developed. Each alternative will be individually evaluated to determine if it would meet the Purpose and Need for the project. If the alternatives do not meet the Purpose and Need for the project, they will be dismissed from further consideration.

Did You Know?

A building is considered potentially eligible for the National Register of Historic Places if it was constructed at least 50 years ago.

On the Horizon

The project engineers are in the process of developing the alternatives for the proposed project. Once these alternatives are developed, a second public information meeting will be held to present this information.



A second CAC meeting will be held at approximately the same time to allow for public input on the project alternatives.

The Section 106 documents are under preparation (See Page 4).

The project alternatives will be screened to determine which meet the Purpose and Need for the project.

Air and Noise Analyses will be conducted to further identify environmental issues.

This project is a joint effort between the INDOT and the FHWA.

Visit us on the web at
**[http://www.in.gov/dot/
div/specialprojects/36/
index.html](http://www.in.gov/dot/div/specialprojects/36/index.html)**



BLN **Beam, Longest and Neff, LLC**
Consulting Engineers and Land Surveyors

8126 Castleton Road
Indianapolis, IN 46250
317.849.5832
317.841.4280 fax
www.b-l-n.com

Section 106 and Historic Resources

Section 106 of the National Historic Preservation Act requires that federal agencies take into account the impacts of the actions on historic resources. To that end, the FHWA authorizes an effect finding that details the impacts of the project on structures and archaeological resources on or eligible for inclusion on the National Register of Historic Places.

There are three types of effect findings for a given project: "No Historic Properties Affected", "No Adverse Effect" and "Adverse Effect". Each type of effect finding is coordinated with consulting

parties and the State Historic Preservation Officer (SHPO). Consulting parties are those individuals with a vested interest in historic resources in the project area.



The process begins with the establishment of an Area of Potential Effect (APE) and the preliminary identifications of structures eligible for inclusion on the NRHP. The APE is the area in which a proposed project may cause

changes in the character or use of a historic property.

Information concerning these structures is given to the consulting parties. Once the impacts of the project on the properties eligible for inclusion on the NRHP are known, an effect finding is prepared by the FHWA.

At this time, the APE has been established, an archaeological field reconnaissance has been completed, and information concerning potentially historic structures has been provided to consulting parties.

The environmental analysts are working with the project engineers to obtain information about impacts to historic resources within the project area. Once this information is obtained, an effects finding can be prepared. We anticipate that an effect finding would be prepared by Winter 2005.